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NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U.S.C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.


1. All crude oil exported from Albania leaves the country through the port of Vlone. Three crude oil storage tanks, of concrete construction and sunk three-quarters underground, are located on the northern shore of Vlone Bay. These tanks have a total capacity of 8,000 tons and have two underground and underwater pipes leading to a narrow concrete wharf in the bay used to moor oil tankers. The depth of the water at this wharf at low tide is approximately 20 feet.
2. Crude oil is brought to these storage tanks via a pipe line from the oil wells in Kucove located about 30 kilometers toward the interior. A second pipe line was reported being constructed to Vlone from the wells at Patos but little progress was being made because of the lack of pipe, welding equipment and technical knowledge. As of December 1949 production was about 300 tons of crude oil a day, but with the completion of the second pipe line it is claimed that production will be stepped up to exceed 700 tons daily.
3. All refined petroleum products entering Albania arrive at the port of Durres where there are said to be adequate pipe and storage tank installations. A small refinery operated for domestic consumption is located near Tirana. All high octane aviation gasoline is imported from the Soviet Union in 55 gallon drums. Special airplane lubricants are also imported from the Soviet Union.
4. Most technicians employed in the petroleum industry are either Albanian, or Italian and Greek nationals. Exports and imports are handled entirely by the Albanian Government Office of Exports and Imports (sic). Soviet control of the petroleum industry is maintained in Tirana by TORGPREDSSTVO and SOJUSNEFT.
5. The following shipments of Albanian crude oil, which were handled by SOVFRACHT, were made to Batum from early fall of 1948 through December 1949:

2 trips by the 10,000-ton Soviet tanker STALIN
6 trips by the 5,000-ton Panamanian tanker EL SEGUINDO
5 trips by the 5,000-ton Italian tanker TAIGETE (sic)
12 trips by the 6,500-ton Italian tanker RIGHI
4 or 5 trips by the Norwegian tanker KARDATV*

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Document No. 4
No Change in Class. ☐
~~Declassified~~
Class. Changed To: TS 
Auth.: HR 70-2
Date: 87-6-78 By: 85
R006200610004-6

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- 2 -

6. In February and March 1950 the Italian tanker *SOVERO* made two or three trips between Vlone and Datum. In early March 1950 it was announced that all Italian ships were being withdrawn from this service. At this same time it was rumored that *SOVERO* was trying to charter tankers under the Panamanian and Swiss flags.

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